MONTREAL

MONTREAL

IN HALFTONE.

A SOUVENIR

OVER ONE HUNERED ILLUSTRATIONS, (Plain and Colored.)

SHOWING THE GREAT PROGRESS WHICH THE CITY HAS MADE DURING THE PAST SEVENTY YEARS

WITH HISTORICAL DESCRIPTION BY

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MONTREAL

LET us look backward over a space of more than three and a half centuries—a long period in the civilized history of this country. Jacques Cartier, sailing from St. Malo in the spring of 1534, had steered for the coast of Newfoundland, had passed through the Straits of Belle Isle, and planted the emblem of Christianity on the Gaspe Cliffs; but pursuing his western course up the Gulf of St. Lawrence, the sight of Anticosti lying in his path, and the roar of the fierce autumnal storms sweeping over this island of desolation, proved too much for the Breton mariner, and he turned his prows eastward and returned to France. However the old longing to discover the road to Cathay re-asserted itself in the heart of the St. Malo sailor, and on the 19th of May, 1535, he once more took the seaway and on the opening day of September the first white man to gaze upon the majestic, though gloomy, Saguenay, were Jacques Cartier and his followers. Still onward sailed the tiny French argonants up the Channel, until they saw rising out of the restless waters the bold promontory which in after years conferred undying fame upon Frontenac, Wolfe, Montcalm and Montgomery After some time spent with the friendly Indian Donnacona, and his band of swarthy tribesmen, Cartier with a little galleon of forty tons and two open boats, set sail up the green St. Lawrence, for Hochelaga, the site of the present city of Montreal, where he disembarked on the second of October. What a scene met the eyes of the explorer and his companions! Before them, already tinted with the leaves of the early Canadian fall, stood the mountain which confers upon Montreal so many natural advantages, and on the plateau below lay the populous Indian village, circled by luxuriant fields of corn.

Preceded by their savage guides the white strangers were escorted to the summit of the neighboring hill, from whence the travellers from beyond the seas looked down upon the magnificent panorama which presented itself to their enraptured gaze, and which to-day is the delight of tourists from every part of the globe. But altho' to Jacques Cartier belongs the credit of being the first white man to set foot on the Island of Montreal, yet it was not until 1642 that the Colony of Ville Marie was established with Paul de Chomedy Sieur Maisonneuve and his associate of a few years later Marguerite Bourgeoys, to whom belong the credit of being the real founders of Montreal.

Maisonneuve the soldier, martial of figure and stern of will, formed a strong contrast to the gentle, yet none the less heroic Marguerite Bourgeoys, whose sole ambition was to convert to Christianity the red children of the forest, as well as minister to their temporal wants. The Hospital of the Hotel Dieu stands to day, on the eastern slope of Mount Royal, a monument to the courage and devotion of the sweet faced Sister of Charity.

Many a wild page of Canadian history has had its origin in and around old Ville Marie; and an ever shifting panorama as the years roll on of Jesuit Priest, Coureur de bois, timid Huron and turbulent Iroquois passes before our mental eye. As we stand to-day on the summit of the Royal Mount, we can discern in the west a glimpse of Lachine Rapids, on the shore of which La Salle, the discoverer of the Mississippi, once had his abode, and where doubtless he dreamt many dreams of giant rivers and mysterious seas far away toward the setting sun, and here too, where still can be seen the ruins of the explorer's home, is the spot where on the fourth of August, 1689, occurred what is known in Canadian history as the massacre of Lachine. Fifteen hundred warriors of the

Iroquois, stealing stealthily along the river side, and concealed by tempest and darkness, perpetraded in a few hours the most dreadful butchery known in the annals of our country; two hundred of the inhabitants had the good fortune to be killed on the spot, while one hundred and twenty were carried away as captives to the opposite shore of Lake St. Louis, where the following night they were tortured to death by the various methods known to the relentless Iroquois. On that awful night little groups of stupefied and horror-stricken settlers stood gazing from the shores of Lachine at the lights that blazed along the river side, where the present Indian village of Caughnawaga stands, while their friends and relatives were being tortured to death in the fires of the savage Iroquois.

A few miles beyond Lachine lies Isle Perrot, once the vantage point of Perrot the Indian trader, Frontenac's most dangerous rival in fur bartering with the Indians and white trappers, whom he (Perrot) regularly intercepted on their way from the great lakes to Quebec. Isle Bizard situated on the Riviere des Prairies, and only a few miles from Isle Perrot, perpetuates the memory of Lieutenant Bizard, who, acting on the instructions of Frontenac, the soldier governor of Canada, attempted on one occasion to arrest the audacious Perrot but without success. History! history! everywhere!

It would be imposible in a short sketch like this to enumerate in full the many points of historical interest in an around Montreal, but there are a few objects of more than ordinary importance which should not escape the attention of the intelligent sightseer. The statue erected on the old Place D'Armes to the memory of Maisonneuve, the founder of the city, is the work of Louis Hebert, a native Canadian sculptor, and is regarded by connoisseurs as one of the finest works of art in America. The Chateau de Ramezay, once the home of the last governor under the old French regime, is the depository of many relics such as paintings, weapons of warfare, etc. illustrating the stirring incidents connected with the early history of the colony. Prominent among the older buildings and well worthy of a visit are the Seminary of St. Sulpice, the Parish Church of Notre Dame, the Hotel Dieu, Christ's Church Cathedral, the Courch of the Bonsecours, and Old St. Gabriel Church.

Among the more modern structures may be included the Royal Victoria Hospital, which cost two millions of dollars, and was the combined gift of Lord Strathcona and Mount Stephen. The Bank of Montreal, St. James Cathedral, Notre Dame de Lourdes, McGill University, St. James Methodist Church, the Grey Nunnery, Church of the Gesu, the Royal Victoria College for Women, the new Grand Trunk Railway Offices, and the Victoria Bridge which spans the St. Lawrence river a distance of over two miles.

Winter and summer, the whole year round, Montreal and its vicinity possess for the stranger, attractions hardly known in any other part of the world. For the sportsman, Montreal is the distributing point, whence the fisherman can arrange his tackle for either a campaing among the trout of the Laurentian lakes, or the salmon of the lower St. Lawrence, and where ths hunter can administer the final touch to the rifle soon to wage war upon the giant moose of Kippewa or Temiscamingue. The growfh and development of Montreal has been steady and satisfactory. True, she owes her prosperity, in large measure, to the natural position she occupies as the head of St. Lawrence navigation, but the strides she has made, particularly since the inception of the great Canadian Pacific Railway, the steel artery of an entire continent, is marvellous, and to-day the city founded by Maisonneuve contains a population of nearly 350,000 souls.

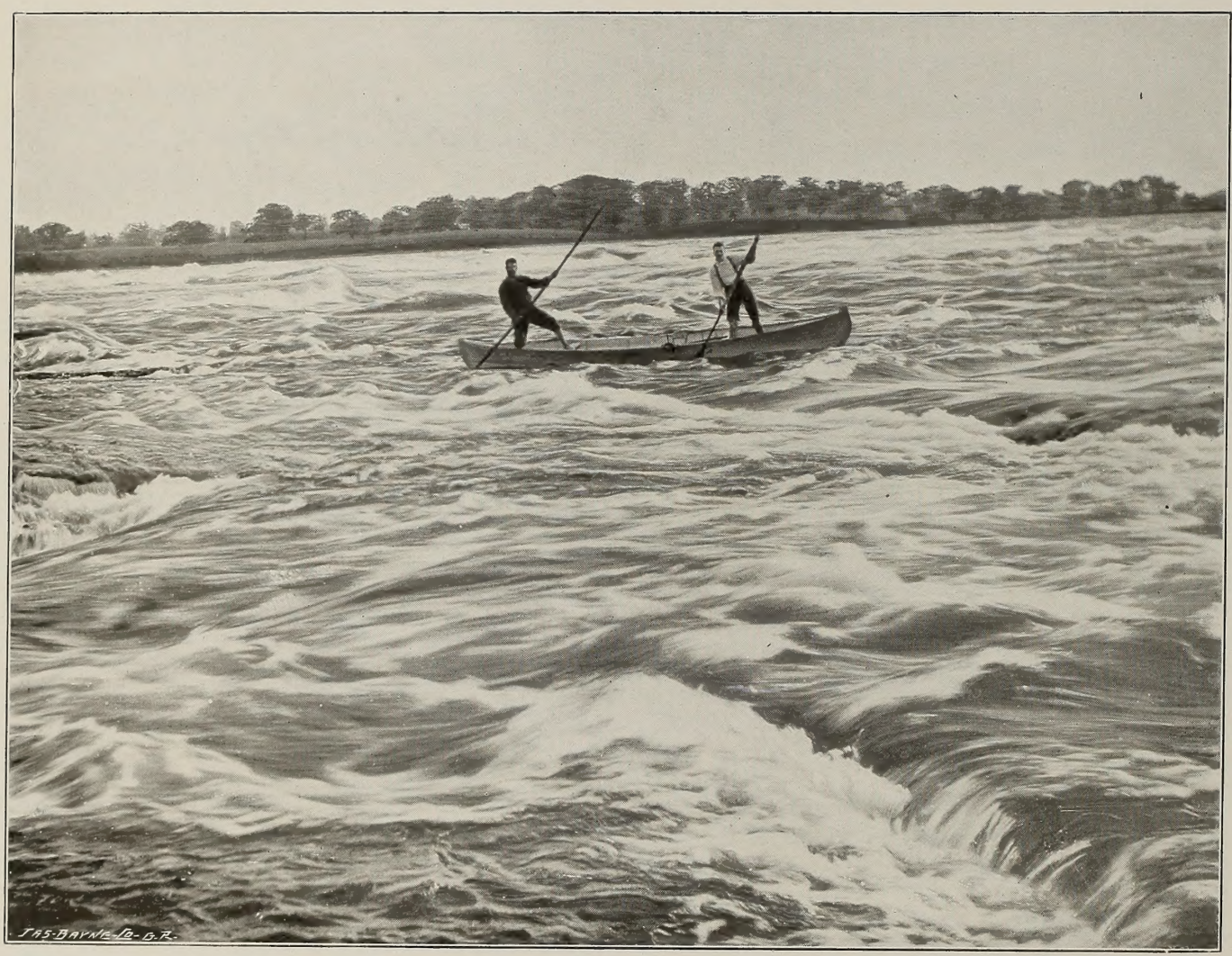
—W. H. Drummond.

BIG JOHN CANADIEN, THE INDIAN PILOT WHO CONDUCTS THE AMERICAN STEAMER DOWN THE LACHINE RAPIDS.

BAPTISTE TAIAIAKE, THE ORIGINAL INDIAN WHO FIRST PILOTED A RICHELIEU STEAMER DOWN THE LACHINE RAPIDS.

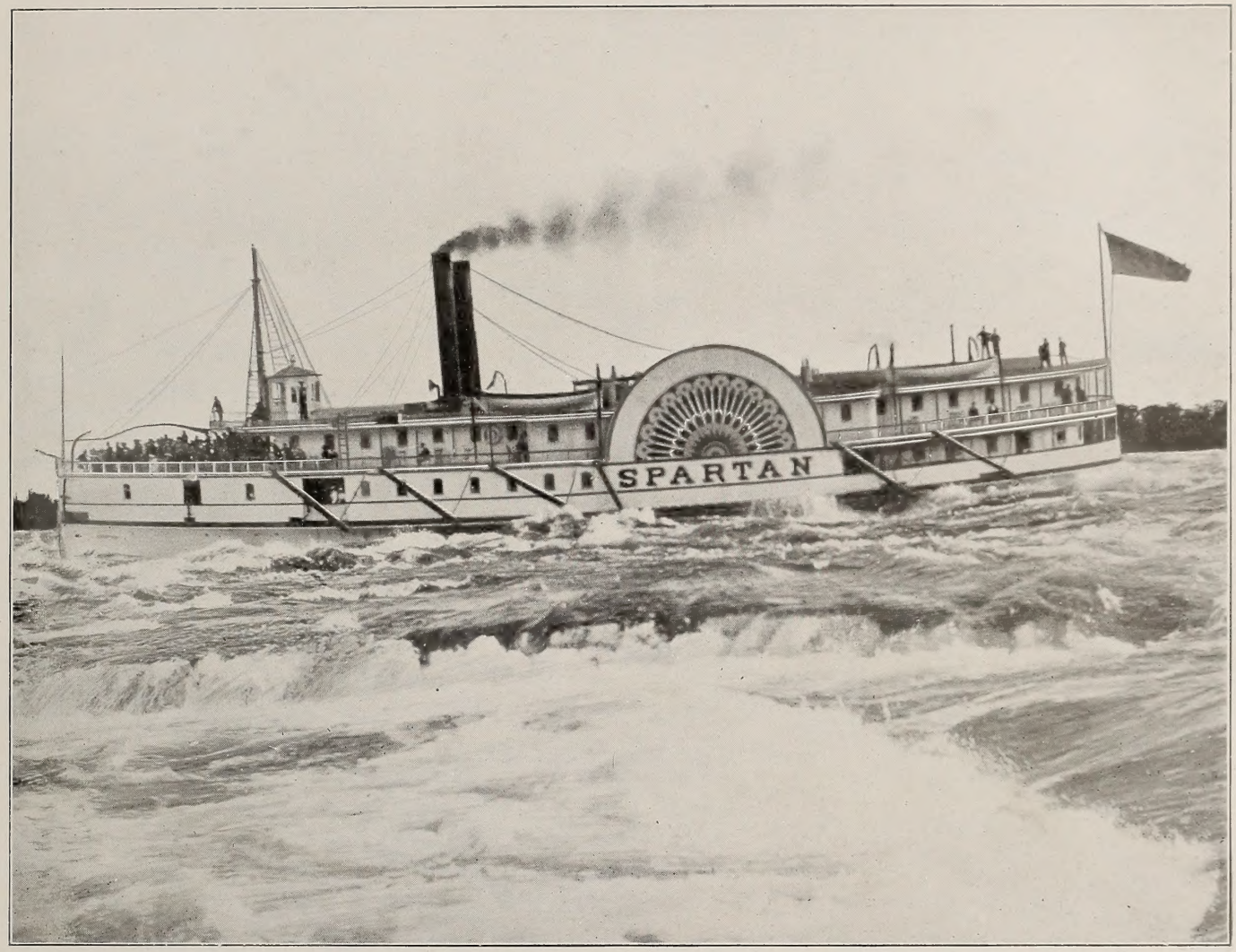
CANADIAN PACIFIC RAILROAD BRIDGE.

A magnificent iron structure built on the cantilever principle and very much resembling the international bridge at Niagara Falls. When the old Victoria Bridge was built across the river at Montreal about forty years ago it was considered the greatest engineering feat of the age and one of the wonders of the World. Now the river is spanned by four iron bridges, viz., at Cornwall, Valleyfield, Lachine and Montreal.



A Canoe Going up the Lachine Rapids for the Purpose of Photographing a Steamer on Her Way Down.

This is a very laborious and hazardous undertaking and only accomplished by superior strength aud skill. It is with great reluctance the photographer starts out upon this mission, he knows that it means a long day of hard labor and when he gets to his destination he has only a rock large enough to set his camera tripod on upon which to stand and wait the coming of the steamer and when she does come there is no time to lose, she is going at railroad speed. There is no time for a second exposure; if the first is a failure the whole operation must be repeated the next day or some future time.



STEAMER SPARTAN IN THE LACHINE RAPIDS.

Soon after passing under the Canada Pacific Railroad Bridge the announcement is made that the steamer is about to enter the Lachine Rapids. The announcement seems to strike every passenger with awe, and with abated breath they rush for the bow deck to witness the passing of the most exciting, most celebrated and difficult of all the Rapids to navigate. They are not kept long in suspense. The swift water together with the engine soon carry the boat beyond every appearance of danger, through the narrow passage between the shelving rocks partly covered by the mighty torrent of water pouring over their partly hidden sides, and assisting in keeping the palatial steamer in the center and out of danger. A moment more and we are tranquilly passing under the great Victoria Bridge and rounding up into the historic city of Montreal.

THE NEW VICTORIA JUBILEE BRIDGE—RECONSTRUCTED IN 1899.

The old Victoria Bridge was acknowledged to be one of the greatest feats of engineering skill in the world and was designed by the celebrated English engineer, Robert Stephenson. In this view the reader is shown the newly reconstructed bridge, with all the old tubular work removed. This was designed and carried out by Mr. Hobson, the well-known engineer of the Grand Trunk Railway. The old bridge cost $6,500,000, and the work of reconstruction of the bridge as it now is, $1,500,000 more

ST. HELEN'S ISLAND NEW VICTORIA BRIDGE NUN'S ISLAND

BIRD'S-EYE VIEW OF MONTREAL FROM MOUNT ROYAL PARK

History tells us that on the 2d day of October, 1535, Jacques Cartier and his hearty band of *voyageurs*, who had sailed from St. Malo, France, were the first white men to ascend Mount Royal. From the summit the Breton mariner gazed with wonder and admiration, and in honor of his king, he gave the elevation the name "*Mount Royal*." But greatly changed is the scene to-day. Over three and a half centuries have rolled by since the brave sailor looked down from its rugged cliffs on the fertile fields below. Then the savage tribes of Iroquois and Hurons were the sole inhabitants of our island city, who numbered in all, some 1,500 persons. What a change have the centuries wrought! The red children of the forest have gone, and where once stood the rude wigwams of these dusky warriors a great and beautiful city has sprung up, a "city of churches," a city with its magnificent cathedrals, hospitals, colleges and schools of learning; a city with one of the finest harbors in the world, and one of the strongest banking institutions on the continent of America. Few cities surpass Montreal in situation. Seated as it is, at the head of ocean navigation, its sway as such, extends over the largest portion of North America. Being the commercial metropolis, and the wealthiest city in the Dominion, with headquarters of two of the greatest railways in the world, she must soon rank as one of the principal cities on the American continent.

THE HARBOR FROM CUSTOM HOUSE.

This view shows some of the large ocean liners at anchor, the busy wharves, the trains laden with freight, the large dome of the Bonsecours Market, with the large grain elevators in the distance. It is an extended view, looking towards the eastern portion of the city, and shows the massive stone warehouses which line the river front. Previous to 1851 only vessels of under 600 tons, and drawing not more than 11 feet of water could pass up to Montreal. Today, there is a channel 27½ feet deep, which admits of the largest ocean vessels reaching this port from the Atlantic Ocean. Vast improvements have been inaugurated during the past summer, which, when completed, will make our harbor one of the finest in the world

NOTRE DAME CHURCH.

Facing Place d'Armes Square, is one of the principal landmarks of Montreal. Its seating capacity is nearly 12,000. The towers are 227 feet high, in one of which is the great bell, "Le Gros Bourdon," which weighs 29,400 lbs. Ten other large bells are in the opposite tower, and eighteen men are required to ring them. The church was erected in 1829 The length of the church is 225 feet, and about 135 feet wide. Visitors can ascend to the top of one of the towers by means of an elevator.

NOTRE DAME CHURCH.

The view, from the main entrance, of the gorgeous altar of this sacred edifice is an inspiring one. Here are to be seen, during the tourist season, at almost any hour of the day, scores of visitors from all parts of the globe. To visit Montreal, and not to have seen Notre Dame, is to have missed one of the principal attractions of our city. The organ, said to be the finest in America, cost over $50,000. The architect of this magnificent building was an Irishman named O'Donnell, and is buried in one of the vaults of the church.

CHAPEL OF THE SACRED HEART.

This gorgeous monu nent of church architecture is situated in the rear of the great Notre Dame Church. The chapel is in the form of a latin cross, and is 90 feet in length. The paintings are especially worth of inspection. all of them the work of Canadian artists. who had studied in Paris under the most famous masters. The cost of the building is said to be about $200,000

STATUE OF MAISONNEUVE (PLACE D'ARMES SQUARE.

FOUNDER OF MONTREAL, 1642.

This statue is made of bronze, and represents Maisonneuve in the cuirass and French costume of the 17th century, holding the fleur-de-lys banner in his hand. It rests upon a fountain, and displays some fine bas reliefs. At the four corners of the base are four life-size bronze figures, representing an Indian, a colonist's wife, a colonist, with the legendry dog Pilote, and a soldier. The statue is the work of Louis Hebert, the famous Canadian sculptor.

SEMINARY OF ST. SULPICE.

This establishment is one of the oldest connected with the Roman Catholic Church in Montreal, and was founded about the year 1657, by Abbie Quelus, who came from France for that purpose. The Seminary is a large and commodious building, adjoining the Parish Church of Notre Dame. The picture before us shows a portion of the old wall and ancient clock, which are familiar to many of our citizens.

[Post Office.] [Bank of Montreal.] [Imperial Life Insurance Co.]

ST. JAMES' STREET, Looking West.

The Broadway of Montreal, and the principal centre of the commercial life and activity of our city. Here stands the famous Bank of Montreal, the strongest financial institution on the continent of America, with a capital and rest of $18,000,000. The Imperial Life Insurance Buildings, Postoffice, St. Lawrence Hall, Temple Building, Canada Life Insurance Co., Star office and New Merchants' Bank are among the principal buildings on this busy thoroughfare.

ST. ANDREW'S CHURCH

ST. GEORGE'S CHURCH

ST. PATRICK'S CHURCH

OLD ST. GABRIEL PRESBYTERIAN CHURCH

OLDEST PROTESTANT CHURCH IN CANADA.

CHRIST CHURCH CATHEDRAL

ERSKINE PRESBYTERIAN CHURCH

In this view the artist has grouped together some of the principal churches of our city: St. Andrew's (Presbyterian), St. Georgs's (Episcopalian), St Patrick's (Roman Catholic), Old St. Gabriel's (Presbyterian), Christ Church Cathedral (Episcopalian), and Erskine, (Presbyterian.)

ST. JAMES' CATHEDRAL

Is a model of the immense St. Peter's of Rome, and about half the size. The foundations were commenced in 1870. It is 330 feet long and 222 feet wide. The dome is an exact copy of the famous dome of St. Peter's, Rome. It is 250 feet in height to the top of the cross, 46 feet higher than the towers. (United States Before the church is all complete probably not less than $2,500,000 will have been spent. The seating capacity is about 4,500.

ST. JAMES' CATHEDRAL. Interior.

To the energy and perseverance of the late Bishop Bourget belongs the credit of having first conceived the idea of building this immense structure, which is designed to surpass all other sacred edifices in America. The architect was Victor Bourgeau, who was sent to Rome to study the original plans of the famous St. Peter's, of which it is, as nearly as possible, an exact model, with the exception of the roof, which had to be made with an incline, owing to our heavy snowfall.

THE HARBOR IN WINTER—An Ice Shove.

To see an ice shove take place in our harbor is a most magnificent and awe-inspiring sight, and many of our citizens have spent hours in waiting to get a view of this sublime spectacle. This view is taken from a photograph by the well-known artists, Messrs. W. Notman & Son.

ST. JAMES' METHODIST. (FRONT.)

This is the largest and most gorgeous Protestant church in the Dominion and is built on St. Catherine street. The church and grounds cost over $500,000. It has a seating capacity of nearly 3,000. Being built of stone of varigated colors, the exterior presents a very rich and pleasing effect.

ST. JAMES' METHODIST CHURCH (INTERIOR.)

Amongst all the Protestant churches of our city St. James' Methodist is the most stately and imposing. The interior is very beautiful. The organ is said to be one of the best in the city, and the vocal part of the music is rendered by highly cultivated voices. Within the walls of this magnificent sacred edifice have been heard some of the most celebrated preachers and pulpit orators of the day

THE LONDON AND LANCASHIRE INSURANCE BUILDING.

This handsome new building, which has just been erected on the site of the old Barron Block, corner of St. James and St. John streets, is another addition to the many magnificent offices which have been erected within the last few years. It is seven stories high, and equipped from basement to top with every modern accessory for comfort and convenience. The ground floor is occupied by the Bank of Nova Scotia.

ST. LAWRENCE HALL.

Who has not heard of the old St. Lawrence Hall Hotel, on St. James street, kept by that prince of hosts Mr Henry Hogan. The hall has long been looked upon as one of the most popular resorts for the traveling public, and within its walls many of the most famous people of the old and new world have make their abode

QUEEN'S HOTEL.

This popular house is in close proximity to both the Grand Trunk and Canadian Pacific Railway depots, as well as all the leading banks, postoffice, and places of amusement. The building is fire-proof throughout, and has recently been refurnished in the most elegant manner. No efforts have been spared to make the Queen's one of the most comfortable and up-to-date hotels in the Dominion

NEW GRAND TRUNK RAILWAY OFFICES.

This magnificent structure, erected at a cost of nearly $500,000, and acknowledged to be one of the most gorgeous and complete railway offices in the Dominion, is being built on McGill street, opposite where now stands St. Ann's Market. The company is sparing no expense to make their building one of the best equipped and most modern on the continent of America.

VICTORIA SQUARE

Is situated at the foot of Beaver Hall Hill. In this Square is erected the beautiful bronze statue of Queen Victoria, by the English Sculptor Marshall Wood.

THE BOUNCE.

WINDSOR HOTEL.

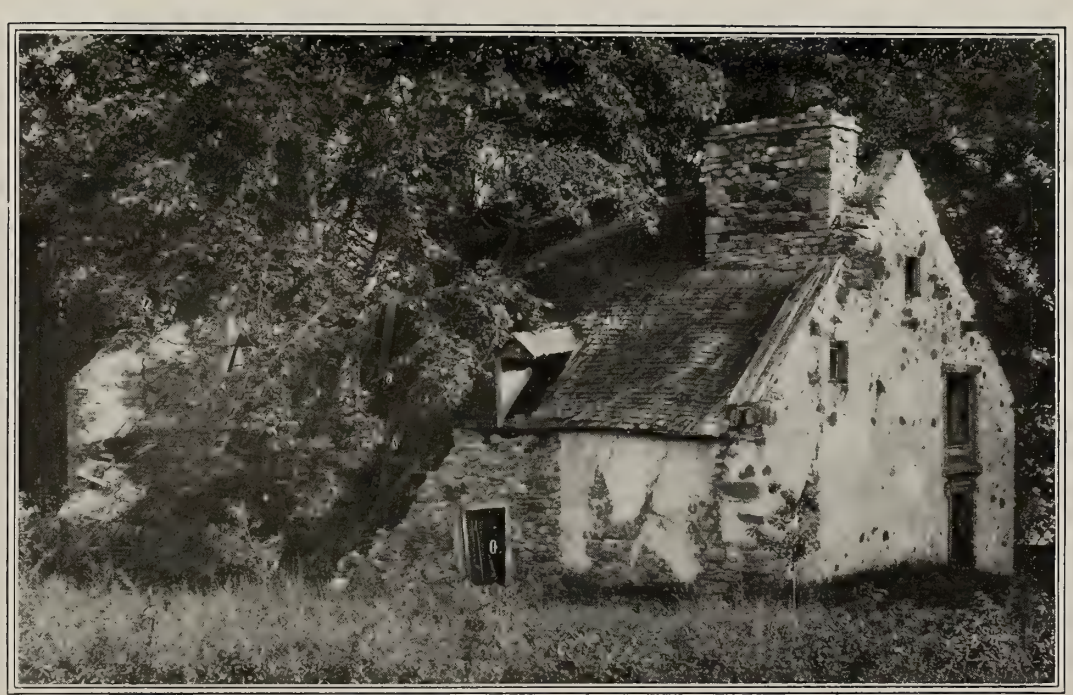
MOUNT ROYAL PARK—THE OLD RUSTIC BRIDGE.

SHERBROOKE STREET.—A Winter Scene.

This is one of the principal and most fashionable residential streets in the city. The street being very wide, well kept, and free from street cars, here may be seen the beautiful and costly turn-outs of the wealthy classes for which Montreal is so famous. It is about five miles in length, and here the visitor to our city will find a great many of the magnificent mansions of our merchant princes.

THE OLD WINDMILL ON THE LACHINE ROAD.

SAID TO BE 250 YEARS OLD.



THE OLD LASALLE HOUSE AT LACHINE.

This old landmark, the ruins of which are still standing on the Lower Lachine Road, was once the home of Lasalle, the discoverer of the Mississippi river. The house is over 250 years old, and near this spot occurred, in the year 1689, the awful massacre of 350 white people by the warriors of the savage Iroquois tribe.

DOMINION SQUARE.

Many of the old residents of our city will remember the time when the site of the present beautiful square was used as a burial ground. With the onward march of time a wonderful change has taken place, and where not many years ago was only barren fields, is now the most fashionable quarter of our city; surrounded with church edifices and buildings of the most palatial character.

THE WINDSOR HOTEL.

This famous hostelry, now so well known all over the world, is situated in one of the most delightful quarters of the city; facing the beautiful Dominion Square, the famous St. Peter's Cathedral, Young Men's Christian Association, etc., and is in close proximity to many of the Protestant churches. The popular manager, Mr. W. S. Weldon, has been mainly instrumental in bringing the hotel to its present high standard.

GRAND DINING ROOM OF THE WINDSOR HOTEL

ROYAL VICTORIA HOSPITAL.

Built through the princely munificence of two of Montreal's leading citizens, Lord Strathcona and Lord Mount Stephens, at a cost of about $2,000,000. It is a massive and very picturesque building, and is open to all classes and creeds. It is one of the best equipped hospitals in the world. Visitors are always welcome.

ROYAL VICTORIA COLLEGE.

MONKLAND'S, VILLA MARIE CONVENT.

DRILL HALL.

Here the reader is shown the beautiful and costly Royal Victoria College, the gift of Lord Strathcona, and below the old and historic convent of Villa Marie, whilst in striking contrast the large and massive Drill Hall looms up with great prominence.

SKATING CARNIVAL IN VICTORIA RINK.

Here are to be seen hundreds of merry skaters, dressed in all sorts of costumes, dusky warriors, kings, princes, peasants, fairy queens and harlequins, hand in hand they glide to the enlivening strains of some popular military band. The Victoria is one of the best Rinks in Canada, and is patronized by the *elite* of Montreal society.

A TOBOGGAN SLIDE.

THE GREY NUNNERY—EXTERIOR.

Was originally founded about the year 1737, by one Madame d' Jouville, who was left a widow at an early age. She retired from the world and devoted her life to acts of charity and other religious duties. The doors of this venerable institution are always open to receive the unfortunate. It is also an asylum for the aged and infirm, and especially for foundlings. The sisters derive their name from the habit, or grey costume which they wear.

GREY NUNNERY CHAPEL.

PLACE VIGER HOTEL AND DEPOT.

Place Viger Hotel, opposite Place Viger Square, Montreal, erected by the Canadian Pacific Railroad, in connection with their eastern depot, where all passengers over that road arrive from and depart for Quebec and the east. The hotel is conveniently located to all steamboat landings, railroad depots, street cars and the business part of the city; can accommodate 350 guests; rates from $3.00 to $5.00 per day. The reputation of the Canadian Pacific Railroad hotels from Quebec to Vancouver is so well known to the traveling public that a further description is unnecessary.

THE COURT HOUSE, OR PALAIS DE JUSTICE.

Opposite the west side of the City Hall, is large, but without any remarkable architectural features. In it are held all the principal Courts for the district of Montreal. In the vaults old and valuable law records are kept. The majority of the clerks are French,

THE CITY HALL.

Which almost adjoins the Court House, is a large and imposing building, built of gray cut stone. In the tower is a large clock. The interior presents an elegant appearance. The Council Chamber is small, however, and very few of the offices are large. From the tower a fine view of the harbor can be obtained

OUR HARBOR ENTRANCE TO THE CANAL.

Montreal possesses one of the finest harbors in the world The extensive wharves are not equalled on the continent and by but few in Europe. Within the next two years over $5 000 000 are to be spent on improvements which will completely change its present appearance A dry dock, new docks and enormous grain elevators, are amongst some of the many contemplated improvements.

THE ICE PALACE.

It is now about nine years since Montreal saw the last Ice Palace. It was built on Dominion Square, on the spot where now stands the statue of Sir John A. Macdonald, and was in the form of an old castle, and built entirely of huge blocks of ice, which were from 4 to 5 feet long, and about 2 feet thick. At night-time it was ablaze with electric lights and presented a most gorgeous and fascinating spectacle.

A FIRE IN MIDWINTER.

The picture before us represents a fire in midwinter, the sketch being taken the day after the fire occurred. The night was probably one of the coldest ever experienced by our fire brigade, the thermometer registering 30 degrees below zero, and as fast as the water was pumped on the buildings it was immediately frozen. Most of the firemen were badly frost-bitten, axes being used to cut away the ice from where the men were standing. The premises destroyed was a block of warehouses on St. James street.

A TOBOGGAN SLIDE. "THE RACE!"

Some years ago this was one of the principal sources of amusement during the winter evenings, but within the last two or three years hockey and skating are more popular with the rising generation. Still there are not a few who yet indulge in this exhilerating and exciting pastime. To our American visitors from across the line, this sport is a great attraction, many coming to our city to take in the various Canadian winter pastimes, and tobogganing in particular.

INCLINE RAILWAY, Mount Royal Park.

Was constructed in 1884. Since the opening, over 5,000,000 people have been carried, without a single accident of any kind. It originally cost over $55,000, and is kept in perfect running order. Only the most skilled and competent engineers are employed. The top of incline is 750 feet above the summer level of the river St. Lawrence.

McGILL UNIVERSITY AND GROUNDS.

This view of the famous College is taken from the entrance on Sherbrooke street, and shows the beautiful and well kept grounds to great advantage. The main building stands at the head of the avenue on an elevated plateau. To the right and left, but partly concealed by trees, are the other buildings of the University. Behind the whole as a fitting background, rises our glorious Mount Royal.

McGILL COLLEGE BUILDINGS.

McGILL COLLEGE BUILDINGS.

EPISCOPALIAN, PRESBYTERIAN AND METHODIST COLLEGES.

The Episcopalian and Methodist Colleges are both on University street. The former is a very beautiful building, and was erected through the friendly munificence of Mr. Gault, the well-known dry goods merchant of our city. The Presbyterian College is situated on McTavish street.

This illustration shows some of the principal collegiate institutions of our city; also the Art Gallery. St. Mary's College (Roman Catholic), which is under the control of the Jesuit Fathers, is situated on Bleury street, and is a very massive stone building. The Congregational College is on McTavish street. Laval University (Roman Catholic) is on St. Dennis street. The Art Gallery which contains some very fine paintings, is built on Phillips' Square, corner of the St. Catherine street, and is well worthy of a visit.

A TOBOGGAN RACE "THE SPILL!"

MACDONALD MONUMENT.

This magnificent statue, which cost over $20,000, is erected in Dominion Square, to commemorate the memory of Canada's gifted Premier, the late Sir John A. Macdonald.

NELSON'S MONUMENT.

Who has not heard of Nelson, the hero of Trafalgar Bay, the idol of the English people? In memory of his brilliant deeds of valor, this monument was erected in the year 1809, by the French and English merchants of that period The column is 60 feet in height and 5 feet in diameter. The figure on the top is 8 feet in height. During the last few months it has undergone extensive repairs and improvements

MANSFIELD STREET. A WINTER SCENE.

The artist has here given us a truly Canadian winter sketch. Judging from the huge pile of snow we see heaped up in the roadway, there has evidently been a heavy snow fall. The youngsters seem to enjoy it, however, as only children can Nor is it an uncommon sight to see scores of little ones busy building either a snow house, or converting it into an immense ball of snow. In the principal business streets, where the street cars are in operation, very little snow is allowed to accumulate, as it is taken away to keep the tracks clear, and only enough left for sleighing.

THE SNOW-SHOERS' RENDEZVOUS.

Snow-shoeing has ever been one of the popular pastimes of our Canadian winter. No other city on the continent can boast of such a unique and merry group as this. They are evidently taking a rest at one of the old familiar country houses on the road around the mountain. This view is taken from an old photograph by the well-known artists, Messrs. Wm. Notman & Sons.

PARK DRIVE AND RESERVOIR

One of the most picturesque spots at the base of Mount Royal. In the view the high level Reservoir, which supplies the upper portion of the city is to be seen. Also, the lovely winding road, the high and rugged cliffs, dotted with innumerable pines, maples and stately oak

MARKET DAY, JACQUES CARTIER SQUARE.

This illustration gives one a good idea of a scene so familiar to our citizens. Market days are usually held on Tuesday and Friday, and on these days the *habitants* come in large numbers with their innumerable wares and products. The space around the Bonsecours Market being overcrowded, they fill up the whole street leading to where stands the statue of England's famous Admiral, Lord Nelson. This market is always a great source of attraction to the many tourists who visit our city.

"FIRST SLEIGH SIR!"

The familiar figure before us is that of one of our city hackman, clad in his coat of fur. His life is indeed a trying one, owing to our changeable climate, and severe weather in winter. They are, as a rule, most obliging and very reasonable in their charges, and the visitor to our city who wishes to "take in the sights" will avoid a great deal of trouble and loss of time by receiving the services of one of these men, who are always to be found in the principal thoroughfares.

THE SNOW SHOER.